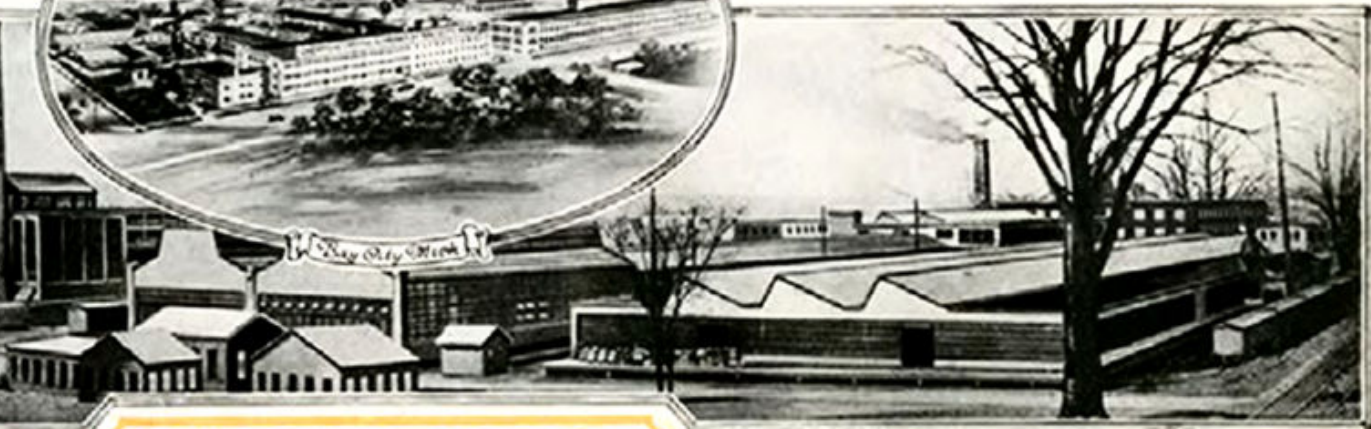


Chevrolet Truck

ONE-TON
WORM
DRIVE



CHEVROLET



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For Economical Transportation



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Chevrolet One-Ton Worm-Drive Truck

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Chevrolet One-Ton Worm-Drive Truck



THE Chevrolet one-ton worm-drive truck is a thorough Chevrolet product.

Thoroughness in the best manufacturing sense.

Thoroughness in design; thoroughness in selection of material; thoroughness in the building.

The Chevrolet truck meets all Chevrolet standards of construction. To build a truck is a public responsibility. The Chevrolet Motor Company appreciates that responsibility.

A truck to do the work required of it, must be built with a complete understanding of what a commercial vehicle is called upon to do.

The dependable truck must be correct in design, and be simple in construction. It must be sturdily built, of durable material to withstand its loaded capacity and be able to absorb the daily shocks and strains it must endure.

Correct weight is essential to economical operation. Undue

weight is an extra burden, for it costs extra money to carry the extra weight. Proper lubrication and ample bearings are important for they reduce friction to the minimum. These two features help to reduce the maintenance cost.

All these points are mentioned here for the purpose of illustrating the fact that they were all taken into consideration in building the Chevrolet one-ton truck.

The Chevrolet truck is equipped with a valve-in-head motor. This means responsive, direct power. No waste whatever. The gasoline vapor is introduced directly to the combustion chamber where the explosion takes place.

This commercial car solves the delivery problems of many lines of business. It will carry two thousand pounds of merchandise economically. It will do this day in and day out. It was designed for that purpose. The material used was meant for that load—all of it. It is a truck complete in every detail—worthy of its name.

CHEVROLET

Built for a Continuous Service of Full Capacity Loads

WHEN you buy a truck you make an important investment. Buy carefully. Know the truck. Know the company that makes it.

When you buy the product of a company having an established reputation and ample resources to guard the future of your purchase, you buy safely. Chevrolet reputation is world-wide and permanently established. The Chevrolet Motor Company enjoys the public good will in a broad way, for it merits this good will by producing thoroughly worthy products.



Gear shift, emergency brake lever and dash equipment. Note accessible position of levers—right at hand without groping about for them. Gives driver instant control in emergency. Dash equipment consists of speedometer, carburetor choke, ammeter, oil pressure gauge, lighting and ignition switch—all conveniently arranged.

Chevrolet success is the natural outcome of a manufacturing policy high in ideals.

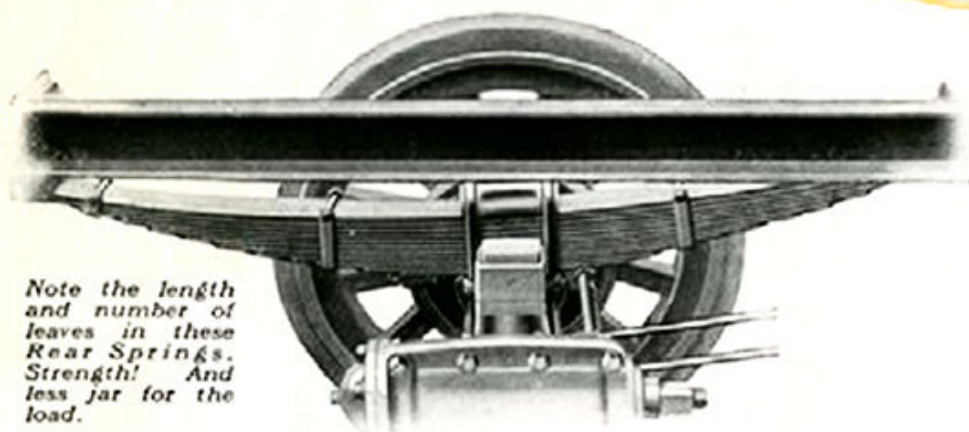
It is the Chevrolet policy to build sincerely and honestly. The Chevrolet needs no better recommendation than the truck itself. Chevrolet ideals demand that the highest standard of quality materials be used in building the Chevrolet One-Ton Worm-Drive Truck and the description which follows proves that Chevrolet standards have been adhered to in every detail.



Front view. The lines are graceful. The Chevrolet combines good looks with maximum utility. A good-looking truck attracts attention to your name on it—good appearance is always good advertising.

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CHEVROLET

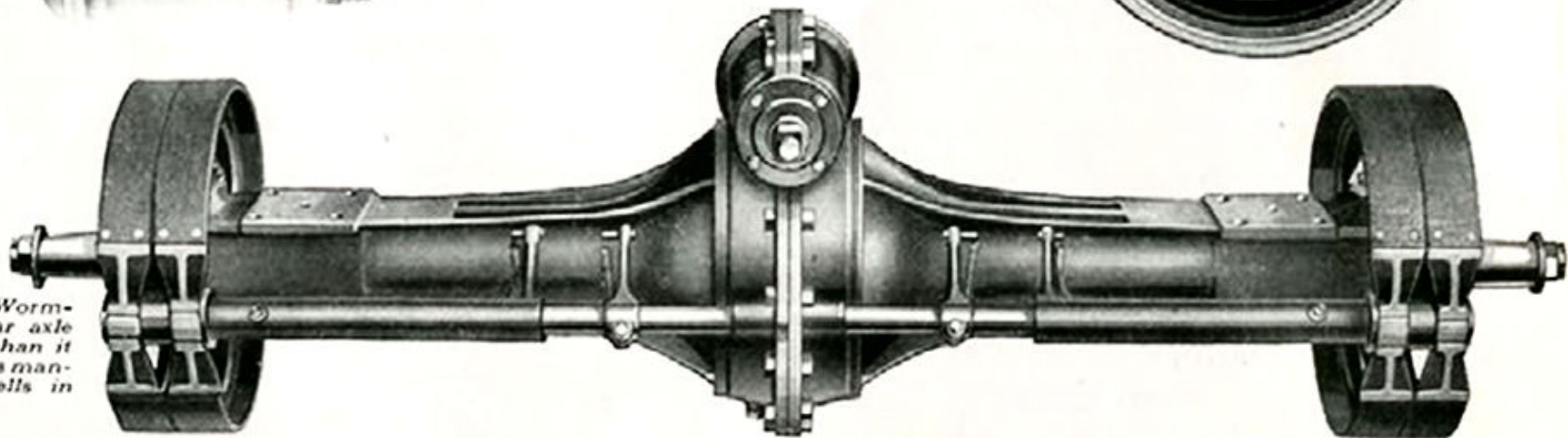


Note the length and number of leaves in these Rear Springs. Strength! And less jar for the load.



Note heavy construction of Rear Wheel and the Large Brake Drums. Strength that cuts down wear and insures low upkeep.

Strong metals, properly heat-treated, and strong reinforcement, gives the Chevrolet One-Ton Worm-Drive Truck's rear axle greater strength than it actually needs. Its manufacturing care tells in long wear.



The best that the science of metal treatment provides has been utilized to put strength and endurance into the Chevrolet One-Ton Worm-Drive Truck's Front Axle.

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MECHANICAL DETAILS

Motor: Four-cylinder, valve-in-head type, 3 11-16" bore 5 1-4" stroke.

The front of the motor is hung into shackles which are securely bolted to the motor arms and to two substantial brackets which are hot riveted to the truck frame. This construction absolutely relieves the power plant from all strain due to road variations, and the strain of starting with a heavy load.

Cylinders: Cast en-bloc with upper half of crank case. Head detachable.

Valves: 1 1-2" enclosed.

Connecting Rod Bearings: 2 1-8" x 1 1-2"; Doehler bronze back.

Crankshaft Bearings: Front, 2 11-16" x 1 1-2"; Center, 2" x 1 31-32"; Rear, 3 1/2" x 2".

Center Main Bearings: Doehler bronze back.

Cam Shaft Bearings: Front, 2 1-4" x 1 9-16"; Center, 2" x 1 1-2"; Rear 2" x 1 15-32".

Oiling: Pressure and splash system. Gear driven oil pump.

Carburetor: Zenith improved double jet.

Ignition: New improved Remy System.

Governor: Governor is provided and set for 25 miles maximum. It is locked.

Clutch: Cone, leather-faced, with adjustable compensating springs.

Frame: 4-inch; width, rear 35 1-8 inches; front, 30 1-2 inches. Length back of driver's seat, 109 inches. Height, 23 1-2 inches loaded.

Transmission: Selective type; 3 speeds forward and reverse.

Cooling: Water pump.

Radiator: The radiator is of vertical type, honey comb. The core has a heavy steel strap running all the way around, to which two heavy "V" shaped slotted steel springs are securely riveted. These springs rest on two steel washers and are bolted to the front cross member of the truck frame, making the radiator adjustable. The springs absorb vibration and shock due to varying conditions. The entire cooling system can be drained of all the water by opening the conveniently located drain cock.

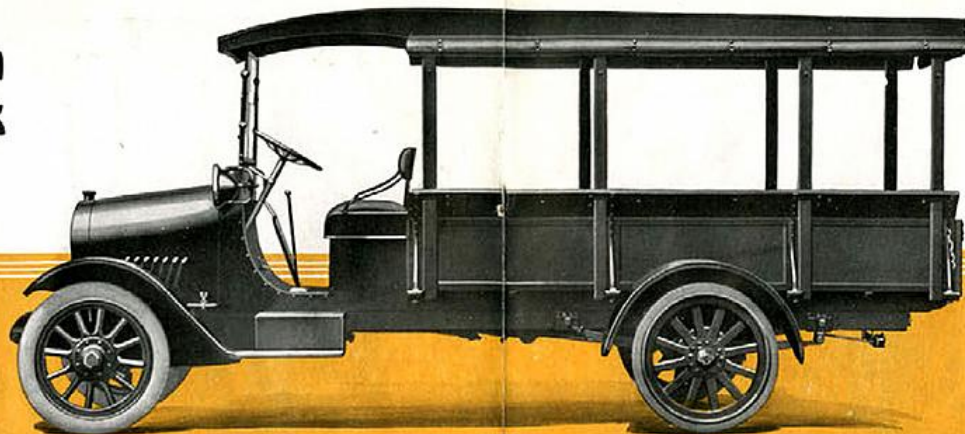
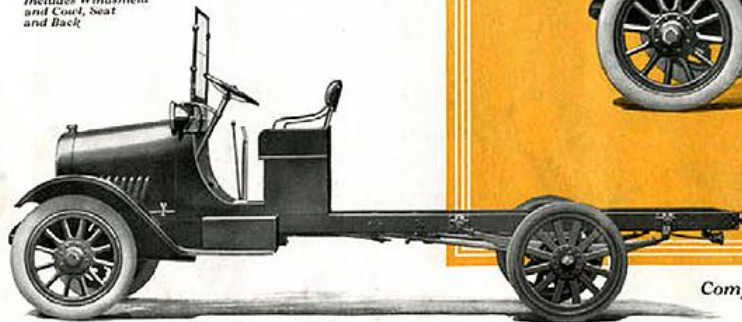
Chevrolet One-Ton Worm-Drive Truck

CHEVROLET SERVICE

The reliability of the Chevrolet Motor Company, its resources financially and in materials and factories, its permanency and its high manufacturing ideals—these are factors that insure the buyer of a Chevrolet One-Ton Worm-Drive Truck service throughout the many years of the truck's life.

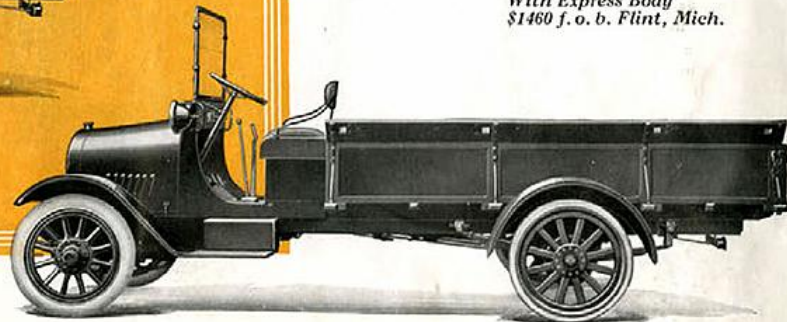
*Chassis
\$1325 f. o. b. Flint, Mich.*

*Includes Windshield
and Couch, Seat
and Back*



Complete with Express Body and Eight-Post Curtain Top, \$1545 f.o.b. Flint, Mich.

*With Express Body
\$1460 f. o. b. Flint, Mich.*



Front Axle: Drop-forged I-beam.

The steering knuckles and knuckle arms are ample in size, drop-forged and heat-treated.

Rear Axle: Semi-floating, made of Chrome Vanadium steel, heat treated.

Brakes: Two sets, internal expanding type, acting on rear wheel brake drums. Service brake operated by foot pedal; emergency brakes by hand lever. Brake shoes 14 inches diameter by 2 inches wide. Both sets have turnbuckles that take up all brake wear.

Control: Hand throttle; foot accelerator.

Springs: Semi-elliptic front and rear. Front springs are 38 inches long and 2 1-4 inches wide. The rear springs are 54 inches long and 2 1-2 inches wide.

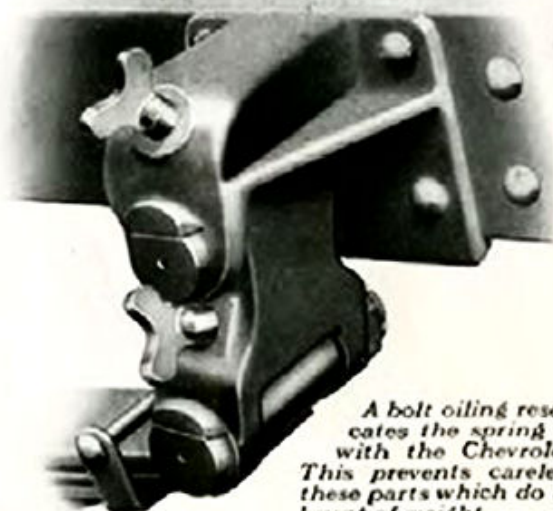
The leaves are kept in position by a double nib punched in each leaf, which fits absolutely in the depression formed by punching the corresponding nibs in the leaf below. These nibs are punched up, while the leaf is hot, and no metal is removed.

Rebound clips are fitted near the ends of the springs to tie several leaves together. This relieves the top leaf of taking all the upward load when rebounds are severe. The rebound clips are so made and attached that they do not interfere with the action of the spring

in any way. A strong plate which fits the curve of the spring is put on top of the spring, and properly spaces the clips which fasten the spring to the axle.

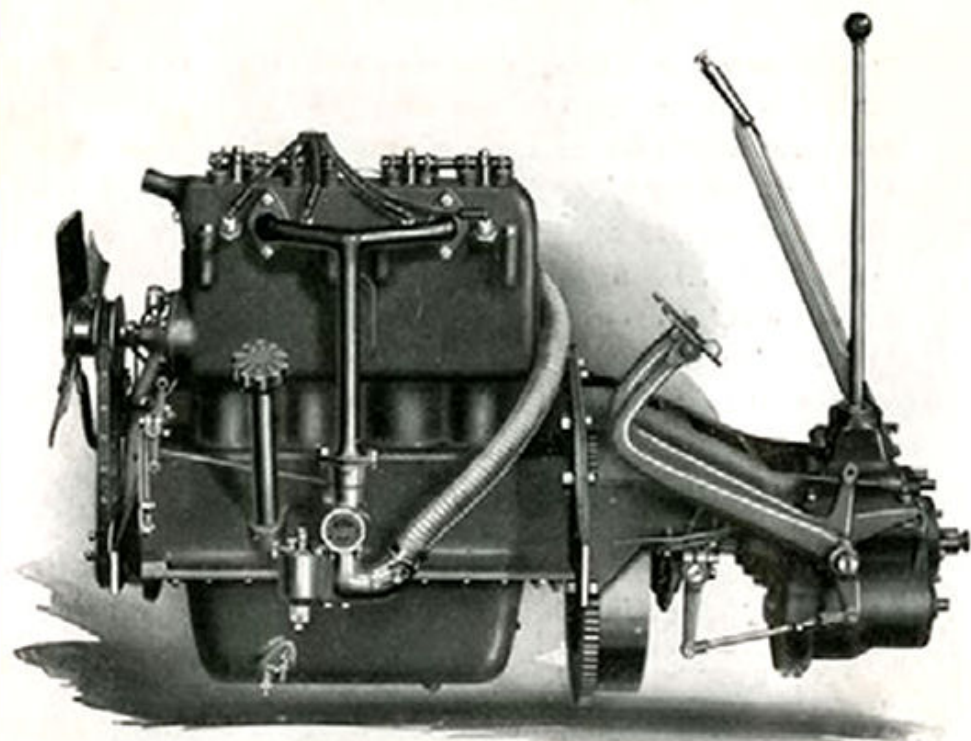
Spring Lubricator: The spring eyes are made absolutely true and at right angles to the spring, and are provided with a funnel-shaped hole to allow an ample amount of lubricant to flow to spring bolt. The spring bolts are hardened and ground, are grooved for the distribution of lubricant; will not turn in the brackets. *All spring and shackle bolts are fed with lubricant by wicks leading from oil tanks cast in the brackets.*

This feature is important, as it adds to the life of the truck by keeping springs in perfect condition all the time. Well-lubricated springs mean an easy-riding truck that is easy on the load. See illustration at left.

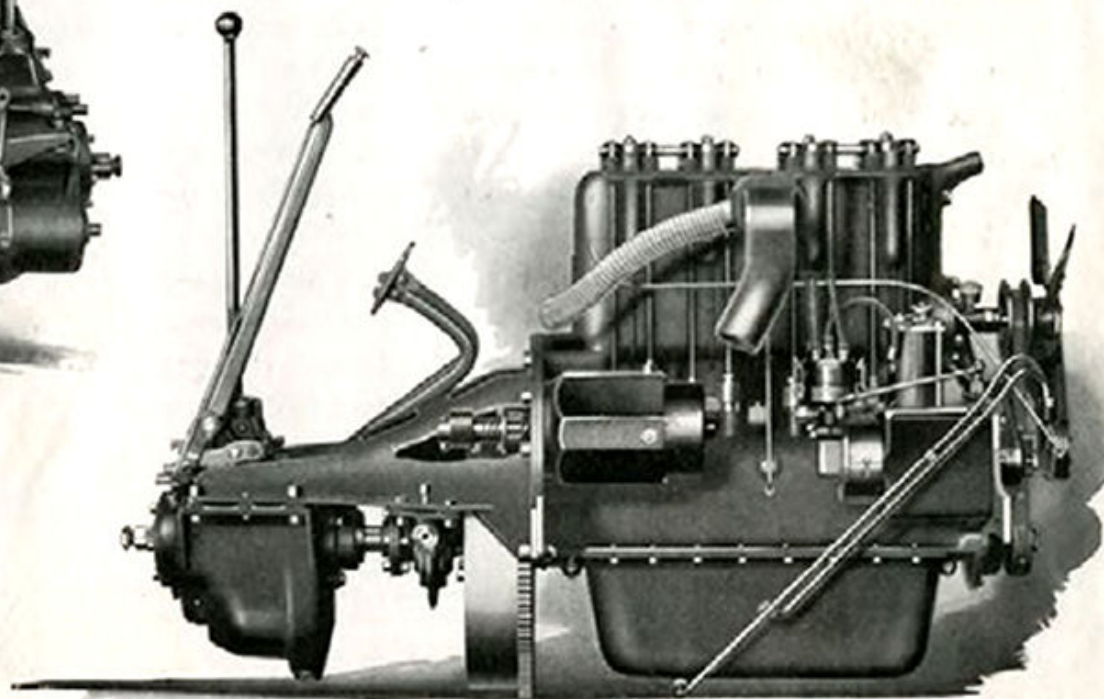


A bolt oiling reservoir that automatically lubricates the spring and shackle bolts is a feature with the Chevrolet one-ton worm-drive truck. This prevents carelessness and neglect in oiling these parts which do the hardest work and carry the brunt of weight.

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Left or intake side view of the Chevrolet Valve-in-head One-Ton Truck motor. Illustration shows the manifold, the carburetor and the transmission assembly of the unit type power plant.



Right or exhaust side view of the truck motor, showing the starting, lighting and ignition system as an integral part.

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Worm Gear Drive: The steel worm is cut, hardened and then finished by grinding. All work is done by special machines. The bronze gear is of special alloy, accurately cut, and having teeth burnished to reduce the friction. No adjustment is required at any time. The gears run in oil and the worm gear acts as a pump which picks up and circulates oil over the worm and through the bearings.

Drive Shaft: From the gear case the drive is through a seamless steel tubing propeller shaft, with three universal joints, to a worm and worm gear mounted with the bevel pinion differential on the rear axle shaft. The drive shaft is of high carbon seamless steel tubing one and five-eighth inches in diameter. The center of the drive shaft is supported on a double row self-aligning ball bearing, close to middle universal joint: The bearing housing is filled with lubricant, and is provided with a compression grease cup for refilling.

Tires: Front—Pneumatics 31" x 4", clincher type, non-skid, wrapped tread. Rear, 32" x 4" solid.

The Wheels: Artillery type, standard dimensions, twelve hickory spokes each; front wheels equipped with

Timken tapered roller bearings of extra-large size, insuring safety under all rated loads and thrusts; completely adjustable for wear.

Steering Gear: Worm and gear type, seventeen inch steering wheel. Steering arm of drop-forged steel, heat treated.

Gasoline Tank: Capacity 13 gallons, tank nonleakable. It is located under the driver's seat and is securely fastened.

Fenders: The fenders are made of heavy gauge pressed steel in one piece, rigidly attached to the chassis frame side members by heavy pressed steel V-section irons. Heavy sheet steel aprons extend to the frame, enclose the sides and protect running boards from mud and water.

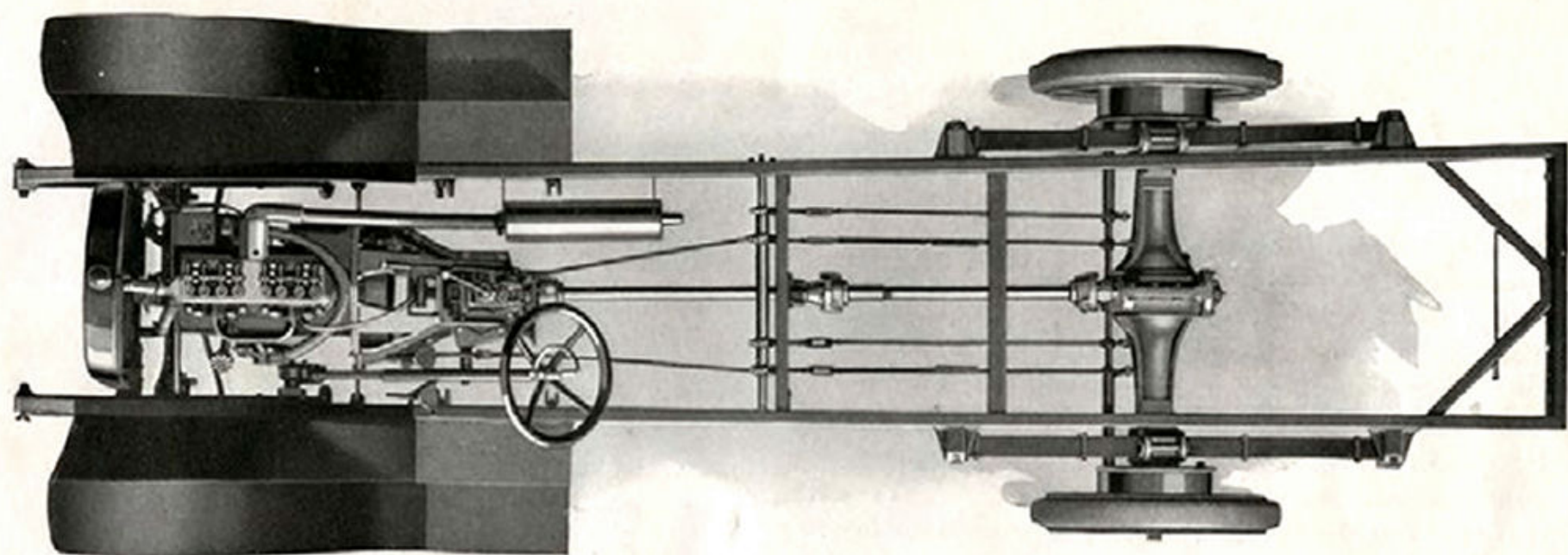
Wheelbase: 125 inches.

Tread: 56 inches.

Carrying Capacity: 2000 pounds. Weight of Chassis, 2840 pounds; with body 3420 pounds.

Body: Length of the body from inside of tail board to inside of head board is 114 1-2 inches. Width, inside of boards, 45 3-4 inches. Height of top from frame to highest point of top, 63 1/4 inches. Length of top over all, 156 1-4 inches.

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CHEVROLET ONE-TON WORM-DRIVE TRUCK

Top view of the Chassis, showing ideal arrangement of power plant, transmission,
and ideal balance for distribution of weight

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Top: Top is supported on each side by four posts, whose cross sections are $1\frac{1}{2}$ x 2 inches. It is removable by releasing the posts at sill cross members. The inside dimension from top of floor to top of sides is $14\frac{1}{4}$ inches. Mounted on the sides are flare boards having a width of 8 inches on the slope, and overhanging the vertical sides of the body approximately 6 inches. Flares braced from the sill cross members to under side of boards.

Body equipped with a head board securely fastened in place; also tail board, supported by three stout hinges.

Seat: Two compartments under seat, in one of which the

gasoline tank is securely strapped and well protected. The other compartment for carrying purposes. The seat is wide enough for three persons, and very comfortably upholstered.

Equipment: Electric lights and starter, highest type two-unit system; complete lamp equipment, including head-light dimmers; electric horn; speedometer; side curtains for driver's seat; windshield; complete tool equipment.

Price: Chassis, \$1325; Truck with Express Body, \$1460; Truck, with Express Body and Eight-Post Curtain Top, \$1545, f. o. b. Flint, Michigan.

CHEVROLET MOTOR COMPANY

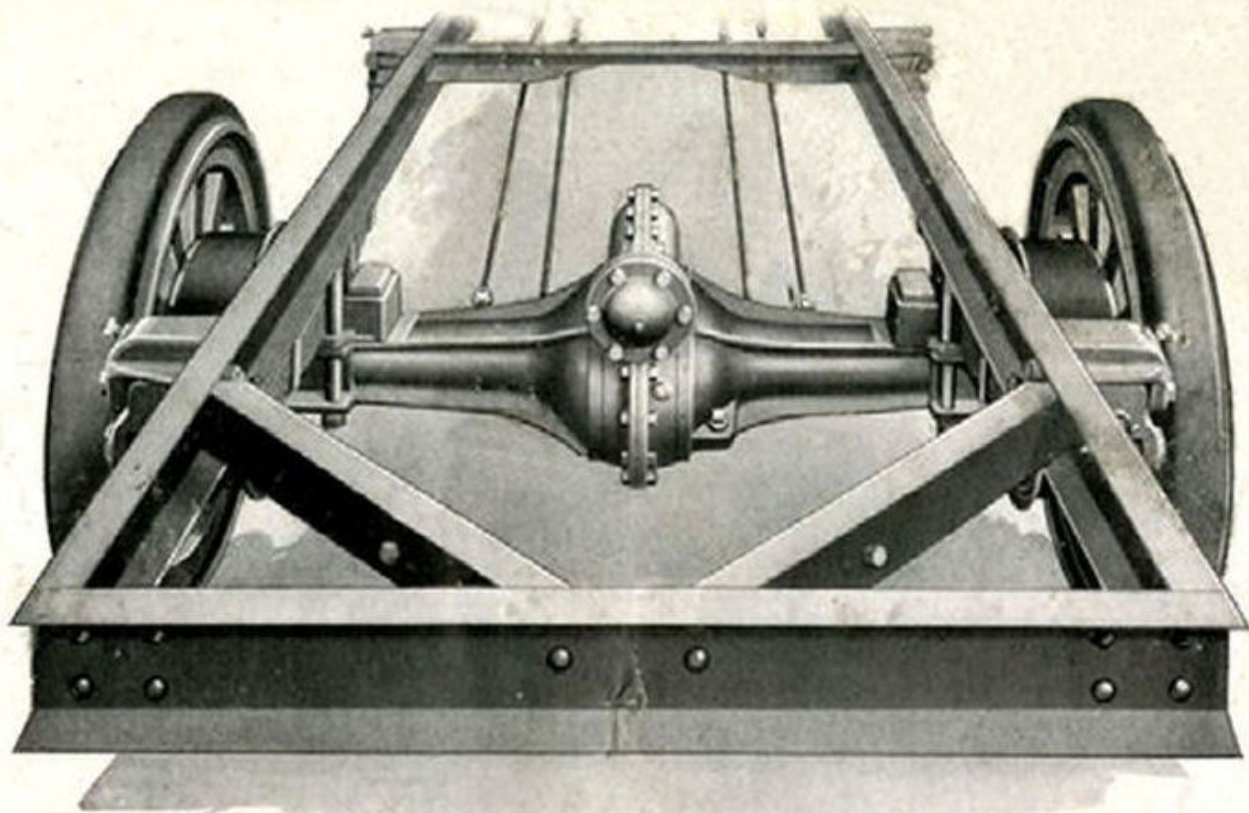
FACTORIES:

Flint, Michigan; Tarrytown-on-Hudson; St. Louis, Missouri; Oakland, California; Oshawa, Canada; Toledo, Ohio; Bay City; Michigan
Fort Worth, Texas

DISTRIBUTING BRANCHES:

Atlanta, Georgia; Kansas City, Missouri; Minneapolis, Minnesota

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STURDY CONSTRUCTION

The sturdy rear construction of the Chevrolet One-Ton Worm-Drive Truck is readily apparent in this illustration and insures maximum service and minimum wear

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